


[illegible]

1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6"Ø AASHTO M203 GRADE 270 LOW RELAXATION STRANDS, JACKED TO 202.5 KSI.
3. CUT ALL STRANDS FLUSH WITH THE GIRDER ENDS AND PAINT WITH AN APPROVED EPOXY RESIN, EXCEPT FOR EXTENDED STRANDS AS SHOWN.
4. THE TOP SURFACE OF THE GIRDER SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS.
6. ALL REINFORCING STEEL SPLICES SHALL BE 2'-0" MINIMUM, UNLESS SHOWN OTHERWISE.
7. STRUCTURAL STEEL SHAPES AND ASSEMBLIES SHALL BE ASTM A36. THEY SHALL BE PAINTED WITH A PRIMER COAT IN ACCORDANCE WITH STD. SPEC. 6-07.3(9). WELD TIES SHALL BE PAINTED WITH A FIELD PRIMER COAT OF AN ORGANIC ZINC PAINT AFTER FIELD WELDING.
8. NO TRAFFIC SHALL BE ALLOWED UNTIL THE BRIDGE DECK CONCRETE HAS ATTAINED A MINIMUM STRENGTH OF 3000 PSI.
9. TEMPORARY STRANDS SHALL BE UNBONDED OVER ALL BUT THE END 10'-0" OF THE SLAB LENGTH. TEMPORARY STRANDS SHALL BE CUT AFTER ALL VOIDED SLABS ARE ERECTED, BUT BEFORE ROADWAY CONCRETE SLAB IS CAST.
10. DEFORMED WELDED WIRE REINFORCEMENT CONFORMING TO SECTION 9-07.7 WITH DEFORMED WIRE CONFORMING TO SECTION 9-07.8 MAY BE SUBSTITUTED FOR MILD STEEL REINFORCEMENT IF AASHTO LRFD BRIDGE DESIGN SPECIFICATION REQUIREMENTS (INCLUDING DEVELOPMENT AND ANCHORAGE) ARE MET. WELDED WIRE REINFORCEMENT SHALL HAVE THE SAME AREA AND SPACING AS THE MILD STEEL REINFORCEMENT THAT IT REPLACES AND THE YIELD STRENGTH SHALL BE GREATER THAN OR EQUAL TO 60 KSI. SHEAR STIRRUP LONGITUDINAL WIRES AND TACK WELDS SHALL BE EXCLUDED FROM GIRDER WEBS. LONGITUDINAL WIRES FOR ANCHORAGE OF WELDED WIRE REINFORCEMENT SHALL HAVE AN AREA OF 40% OR MORE OF THE AREA OF THE WIRE BEING ANCHORED BUT SHALL NOT BE LESS THAN D4.

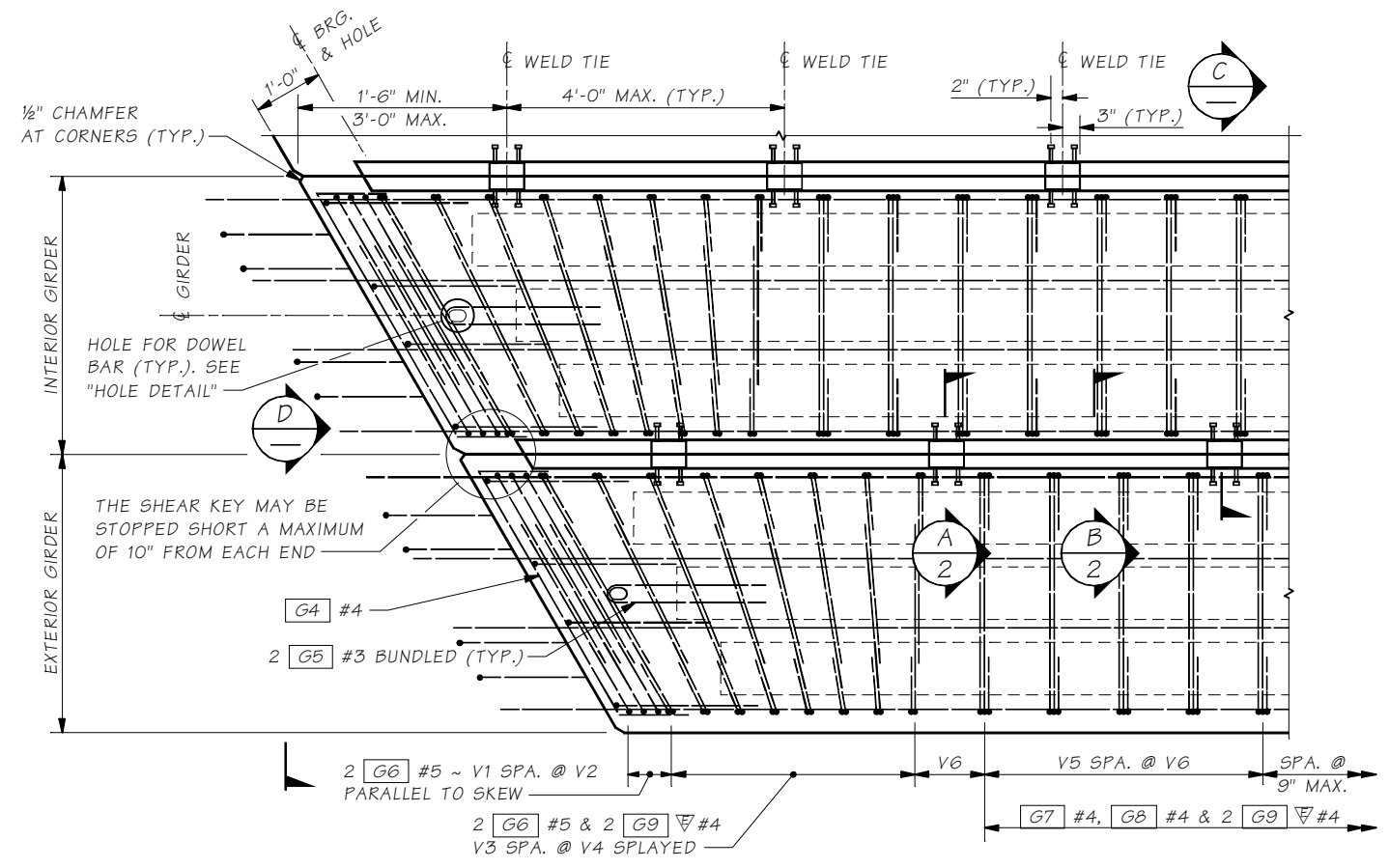
1. SLAB GIRDER DETAIL SHEETS 1 TO 3 ARE INTENDED TO BE USED AS IS WITHOUT NEED FOR MODIFICATION FOR MOST PROJECTS. PROJECT SPECIFIC GIRDER DETAILS ARE THEN LIMITED TO THE GIRDER SCHEDULE.
2. V1 SPA. @ V2 IS INTENDED TO BE THE SPLITTING RESISTANCE ZONE DEFINED BY BDM 5.6.2.F.
3. V3 SPA. @ V4 IS INTENDED TO BE THE CONFINEMENT REINFORCEMENT ZONE DEFINED BY BDM 5.6.2.G.
4. DIMENSIONS IN THE GIRDER SCHEDULE SHALL BE SHOWN TO THE NEAREST 1/8TH INCH.
5. THESE SHEETS ASSUME STANDARD GIRDER WIDTHS. GIRDER WIDTHS MAY VARY FROM THE STANDARD WIDTH UP TO 8'-0" BUT THESE SHEETS MUST BE MODIFIED ACCORDINGLY.
6. MAXIMUM GIRDER LENGTHS ARE AS FOLLOWS:  
33.33 FT FOR H = 12"  
50.00 FT FOR H = 18"  
72.22 FT FOR H = 26"  
83.33 FT FOR H = 30"  
100.00 FT FOR H = 36"
7. PROVIDE A LONGITUDINAL  $\nabla$ #4 IN CIP ROADWAY SLAB INSIDE G9 HOOKS (TYP.)
8. DOWEL BARS AND HOLES MAY BE DELETED IF TRANSVERSE STOPS ARE PROVIDED. CHECK DOWEL BARS FOR ADEQUACY.
9. GAP BETWEEN SLAB UNITS MAY VARY AT OR NEAR CROWNS OR SUPERELEVATION ANGLE POINTS. CONSIDER A LARGER CONNECTION ROD OR PLATE IF NECESSARY.
10. PLACE DEBONDED STRANDS IN INTERIOR LOCATIONS WITHIN SECOND ROW IF POSSIBLE.
11. MAXIMUM SKEW ANGLE IS 30°.
12. THIS STANDARD IS INTENDED TO BE USED WITH A 5" MINIMUM CIP CONCRETE DECK. MODIFICATIONS ARE REQUIRED IF THIS STANDARD IS USED WITH AN HMA OVERLAY.

Bridge Design Engr.		M:\STANDARDS\Girders\Flat Slab\SLAB SCHEDULE AND NOTES.MAN										<div>BRIDGE AND STRUCTURES OFFICE</div>		<div> Washington State Department of Transportation</div>		STANDARD PRESTRESSED CONCRETE GIRDERS		BRIDGE SHEET NO.	
Supervisor					REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	SHEET									
Designed By					10	WASH.					OF								
Checked By					JOB NUMBER						SHEETS								
Detailed By																			
Bridge Projects Engr.																			
Prelim. Plan By																			
Architect/Specialist	DATE	REVISION		BY	APP'D					SLAB GIRDER GIRDER SCHEDULE									

5.6-A8-2

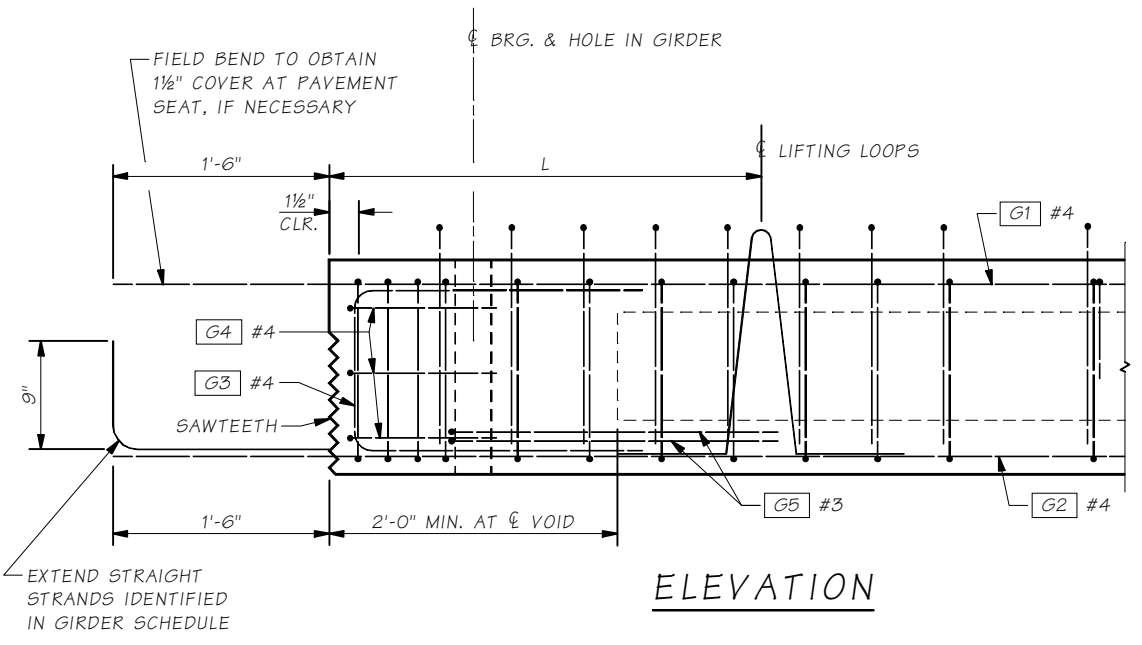
Last revised on : 7/8/2011

5.6-A8-3  
SR FILE NO. SHEET

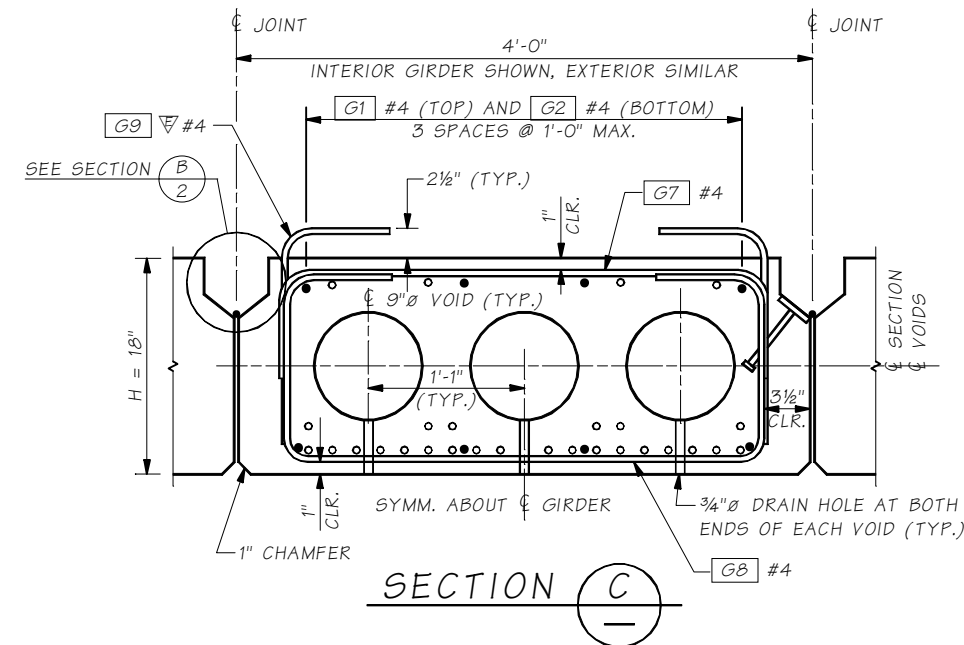


PLAN

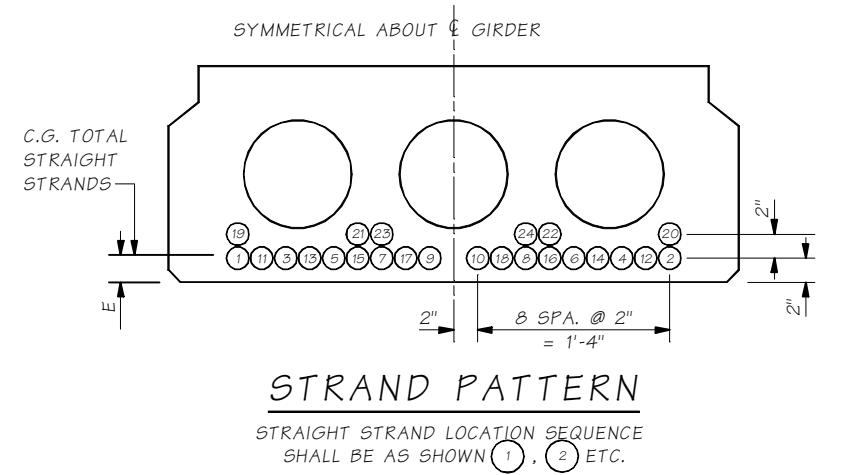
G1 BARS NOT SHOWN FOR CLARITY. SEE TRAFFIC BARRIER SHEETS FOR DETAILS AND LOCATION.



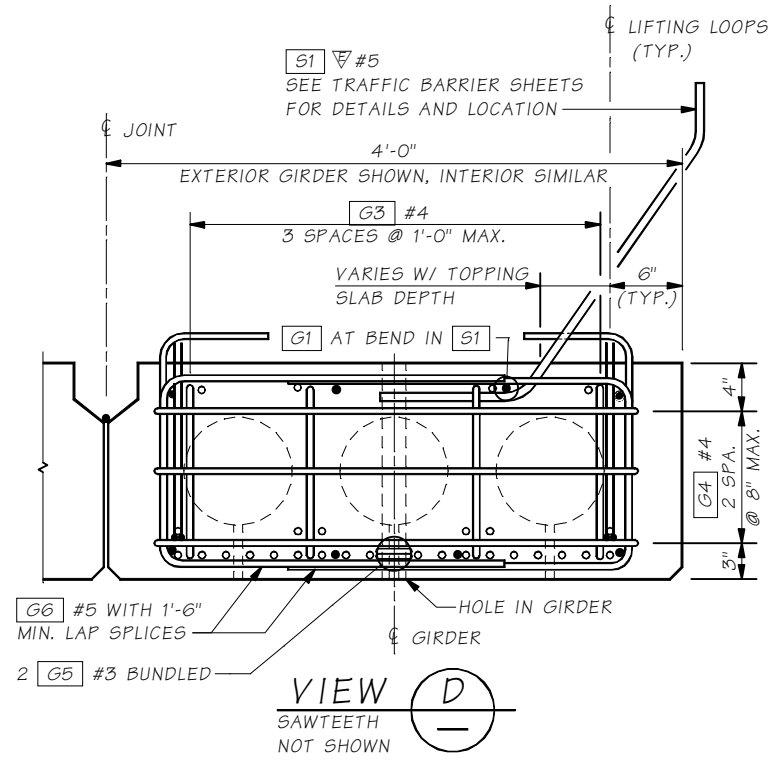
ELEVATION



SECTION C



STRAND PATTERN



VIEW D

Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB 18 - 1 OF 2.MAN	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH			
Designed By						
Checked By						
Detailed By						
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist						
DATE	REVISION	BY	APP'D			

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BRIDGE AND STRUCTURES OFFICE

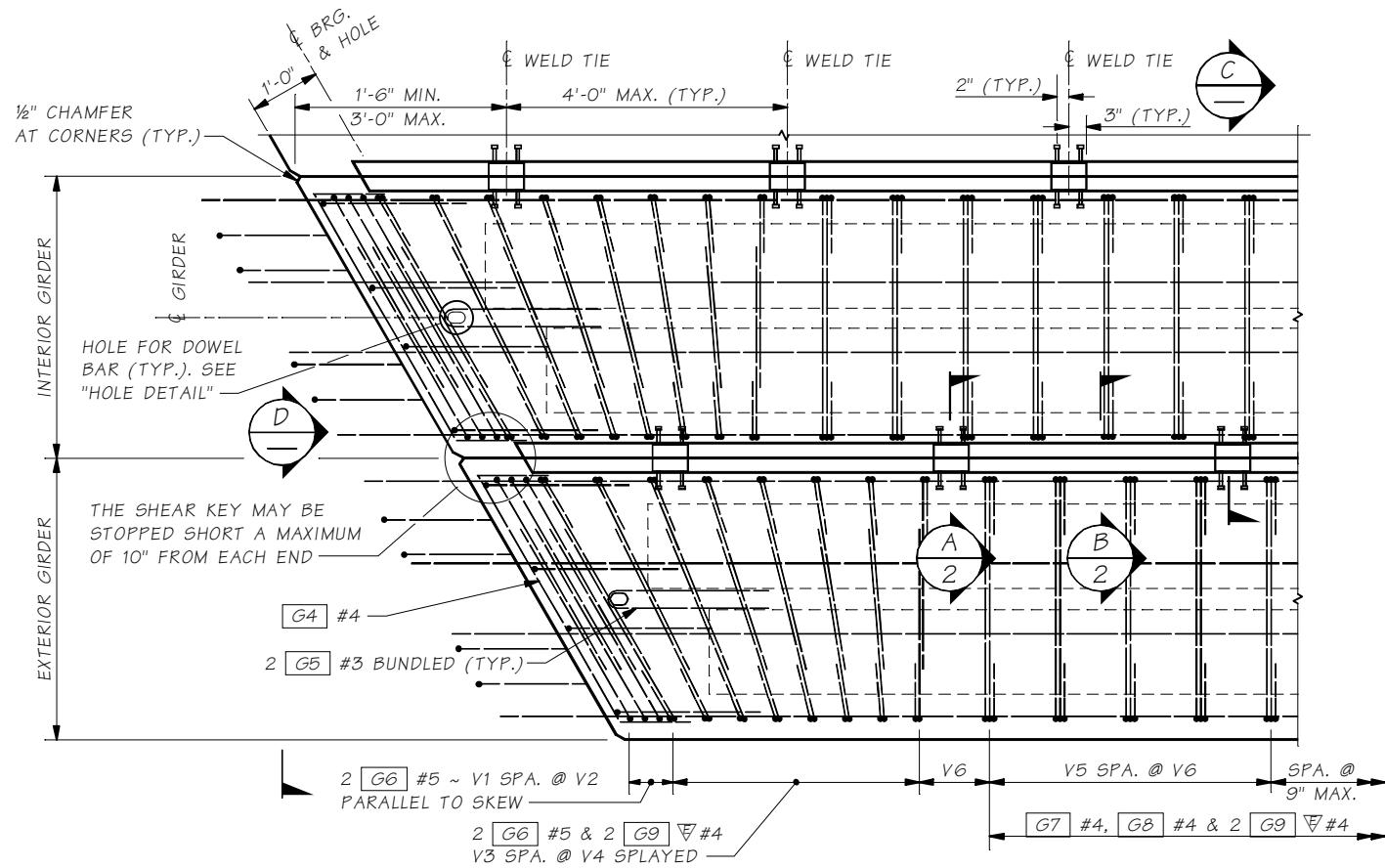


STANDARD PRESTRESSED CONCRETE GIRDERS  
18" SLAB GIRDER DETAILS 1 OF 2

BRIDGE SHEET NO.
SHEET
OF
SHEETS

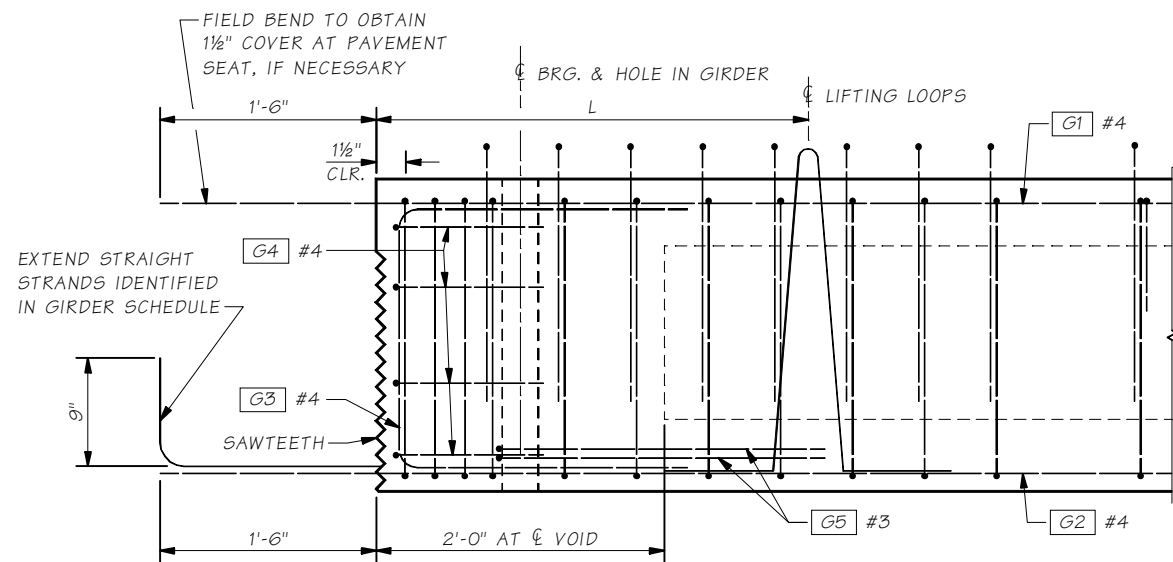
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SR FILE NO. 5.6-A8-4 SHEET

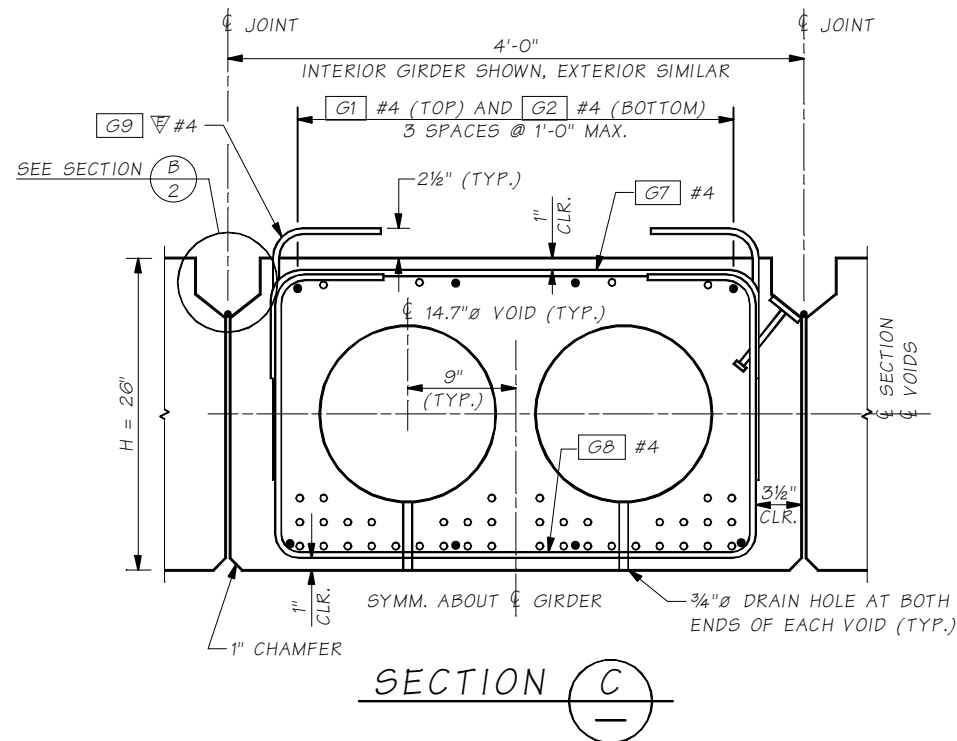


PLAN

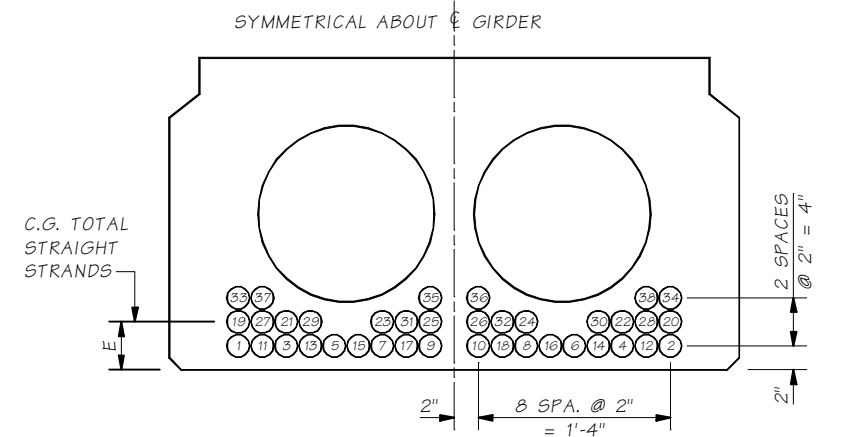
[S1] BARS NOT SHOWN FOR CLARITY. SEE TRAFFIC BARRIER SHEETS FOR DETAILS AND LOCATION.



ELEVATION

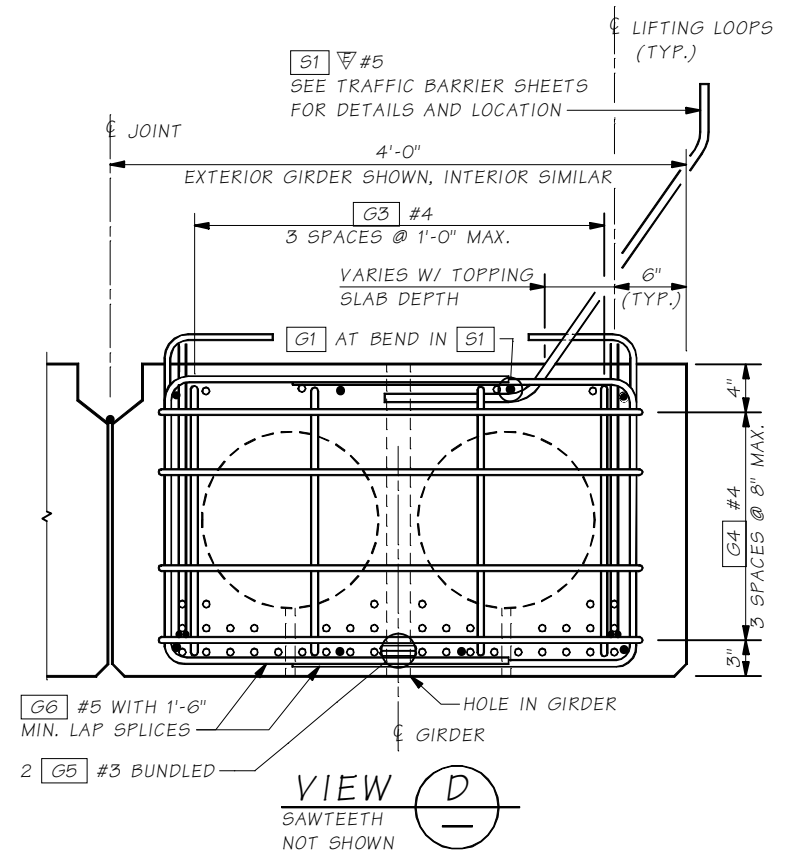


SECTION C



STRAND PATTERN

STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN 1, 2 ETC.



VIEW D

Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB 26 - 1 OF 2.MAN	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH			
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Bridge Projects Engr.						
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Architect/Specialist						
DATE	REVISION	BY	APP'D			

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AND  
STRUCTURES  
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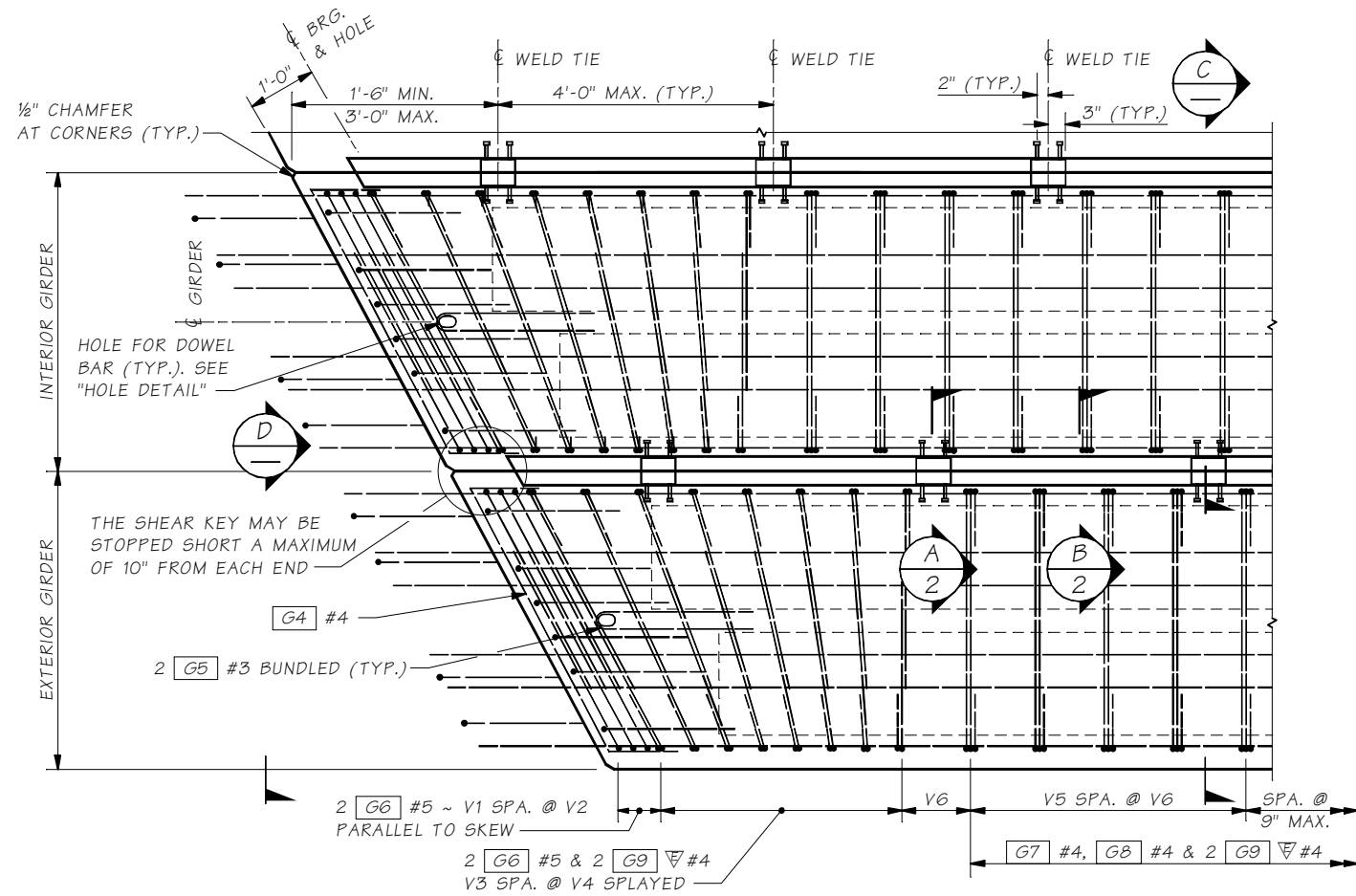
STANDARD  
PRESTRESSED CONCRETE GIRDERS

26" SLAB GIRDER  
DETAILS 1 OF 2

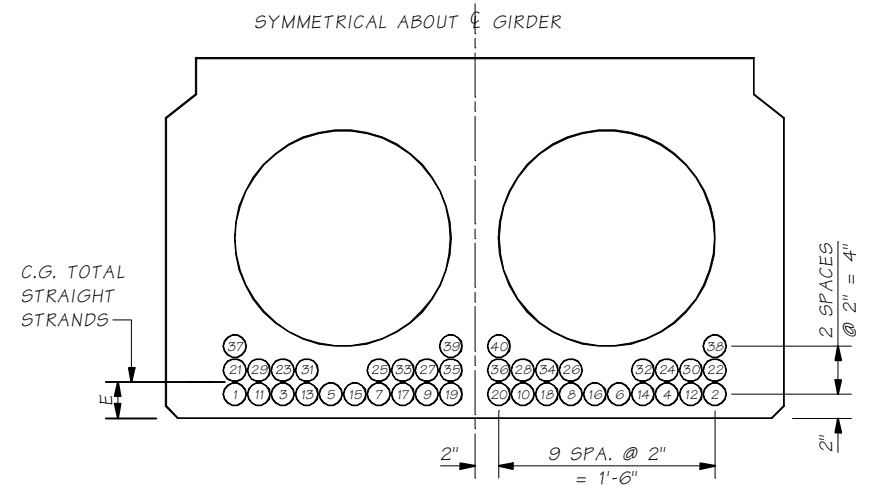
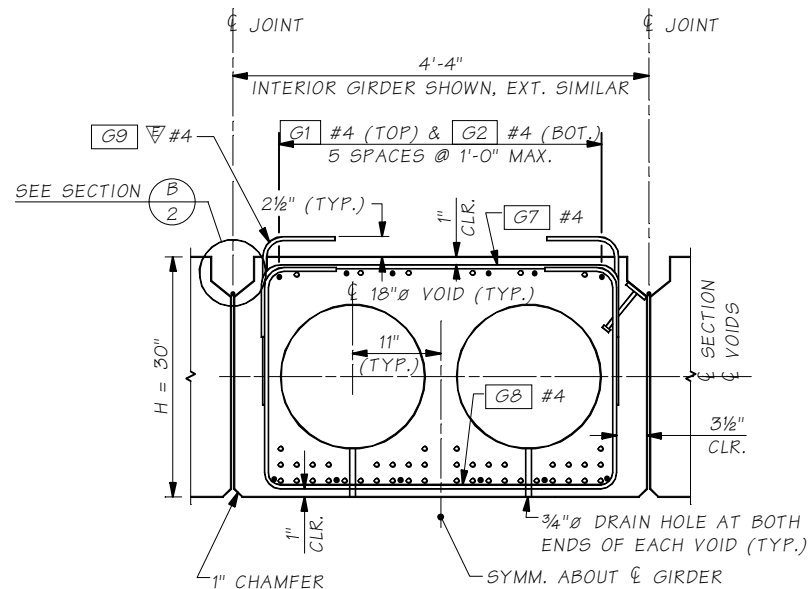
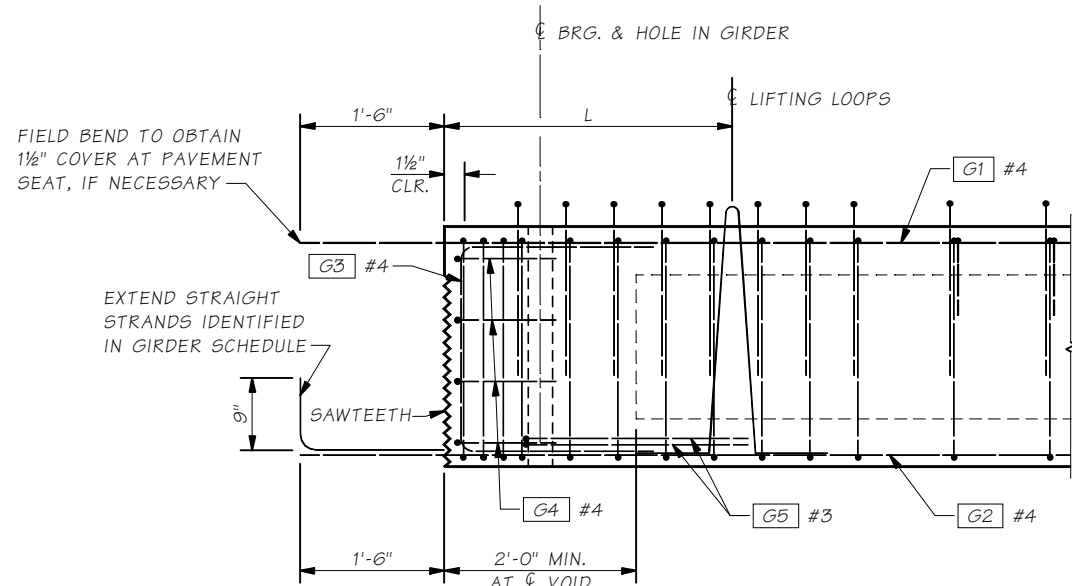
BRIDGE  
SHEET  
NO.  
SHEET  
OF  
SHEETS

Last revised on : 7/8/2011

5.6-A8-5  
SR FILE NO. SHEET

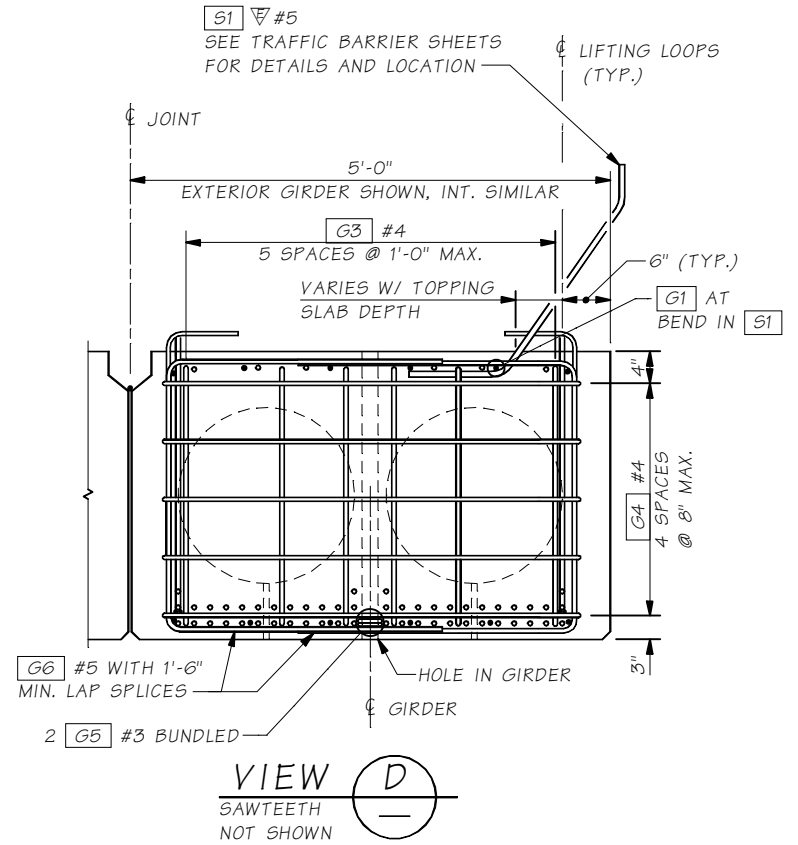
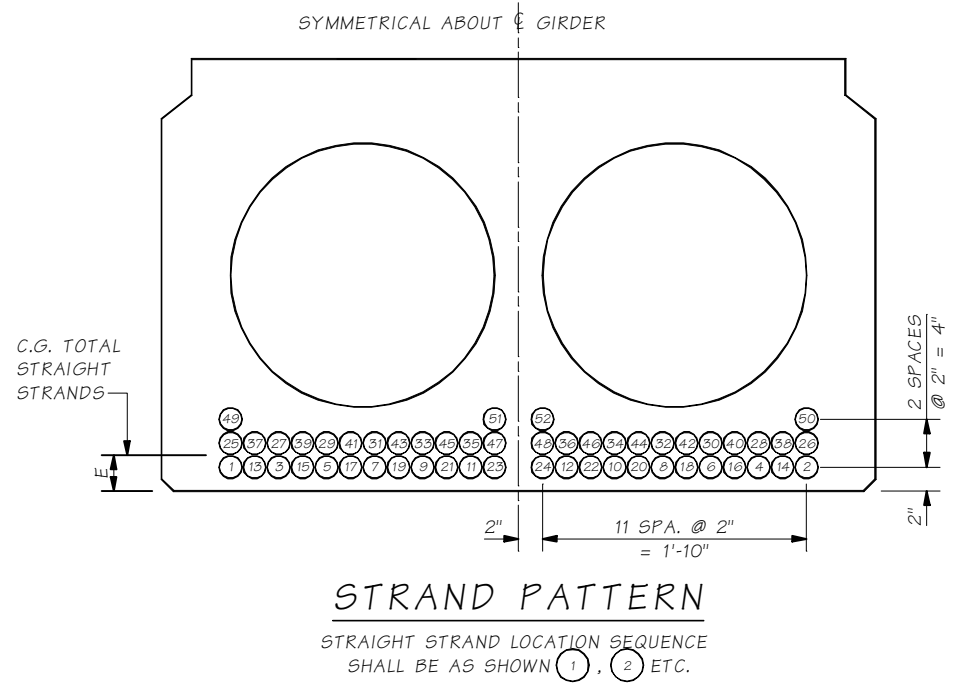
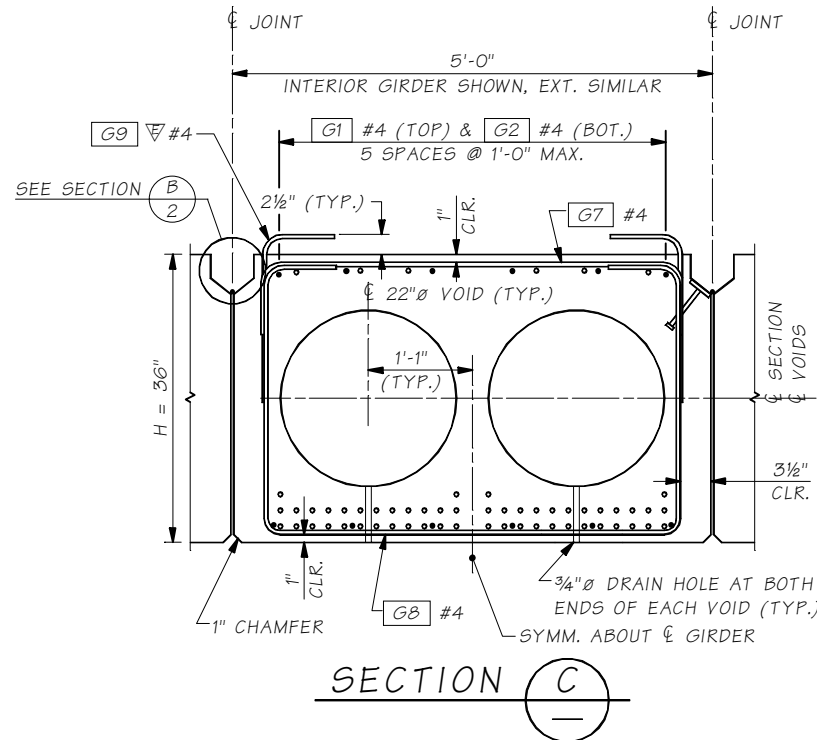
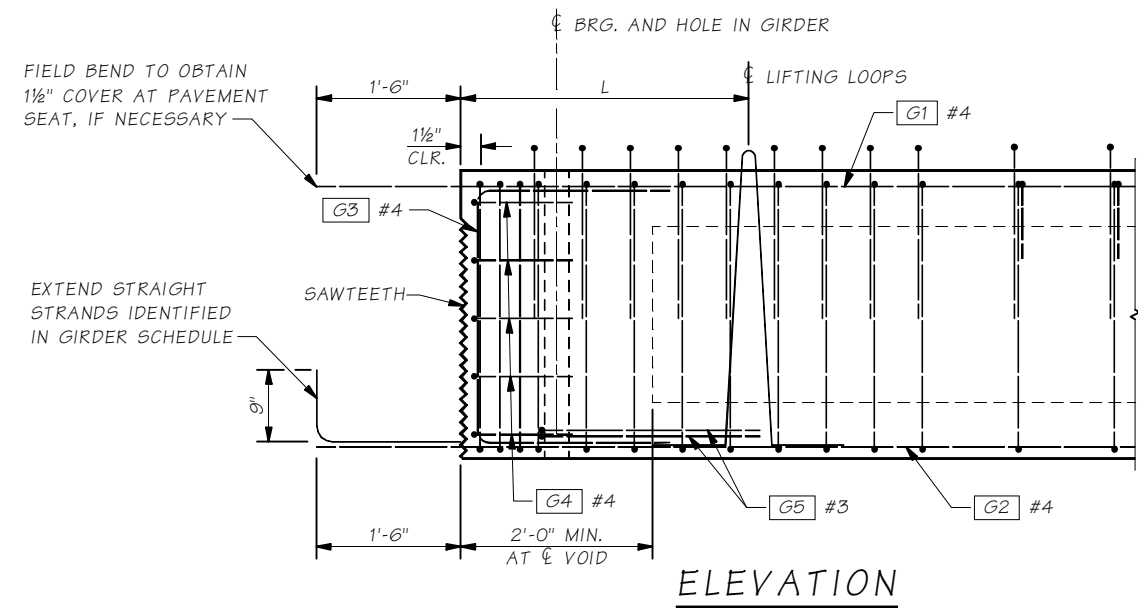
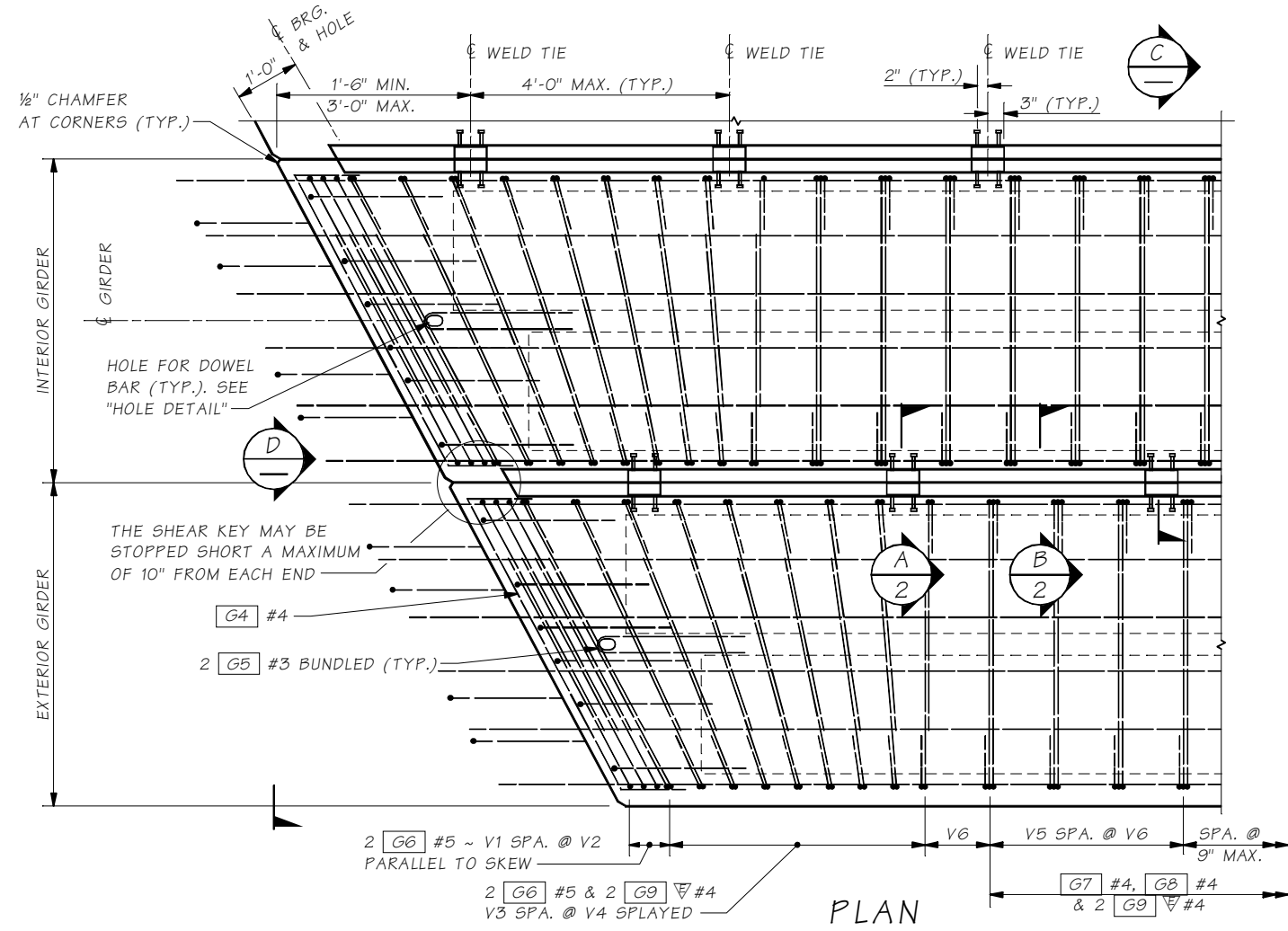


G1 BARS NOT SHOWN FOR CLARITY. SEE TRAFFIC BARRIER SHEETS FOR DETAILS AND LOCATION.



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5.6-A8-6  
SR FILE NO. SHEET



Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB 36 - 1 OF 2.MAN	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH			
Designed By						
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Detailed By						
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APP'D		

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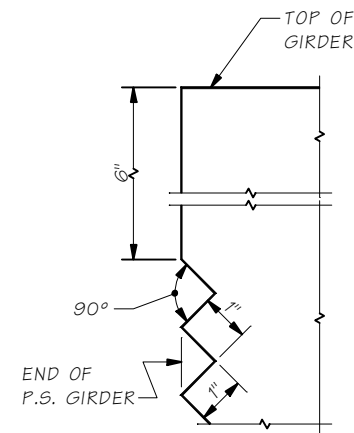
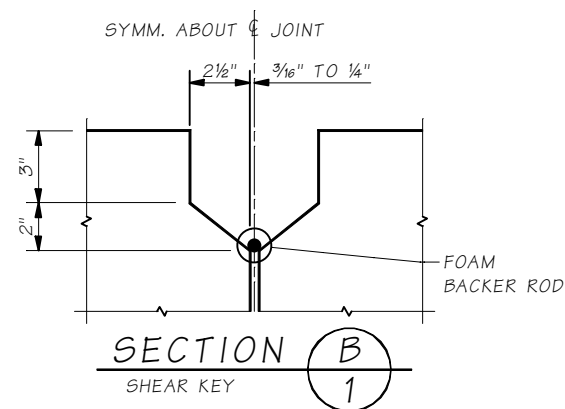
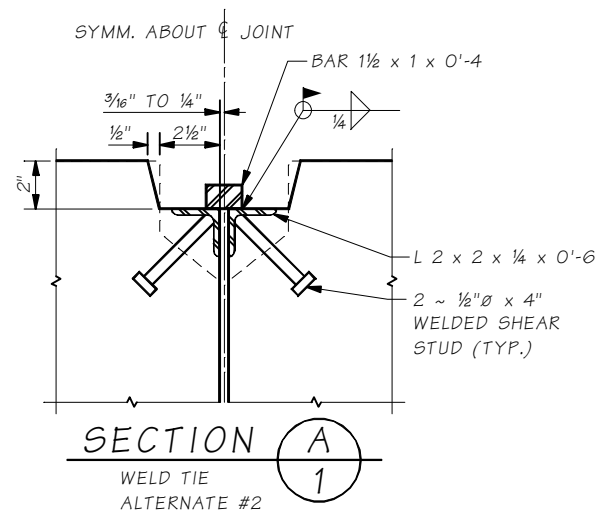
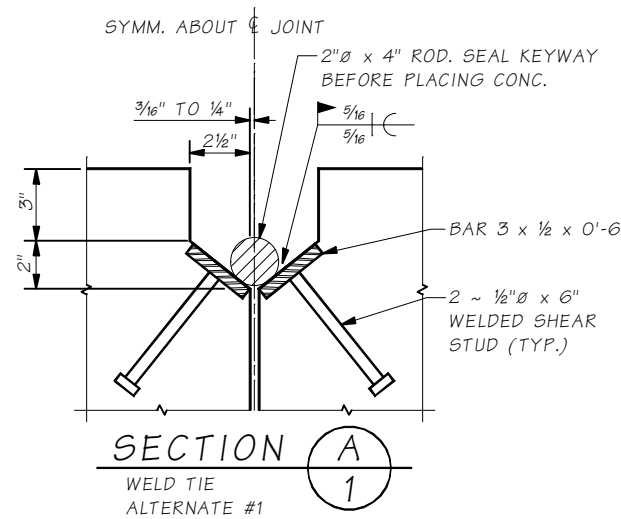
BRIDGE AND STRUCTURES OFFICE



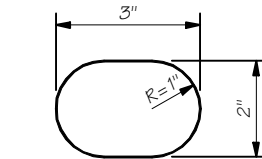
STANDARD PRESTRESSED CONCRETE GIRDERS  
36" SLAB GIRDER DETAILS 1 OF 2

BRIDGE SHEET NO.
SHEET
OF
SHEETS

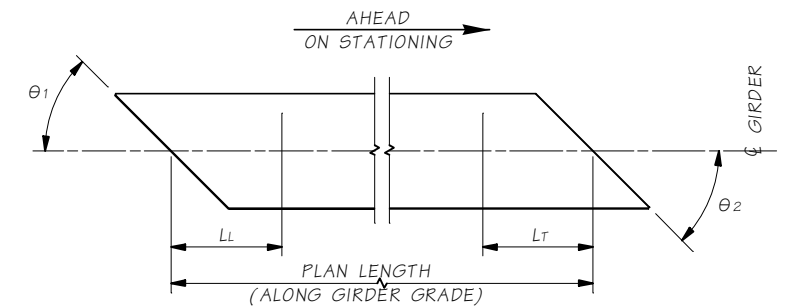
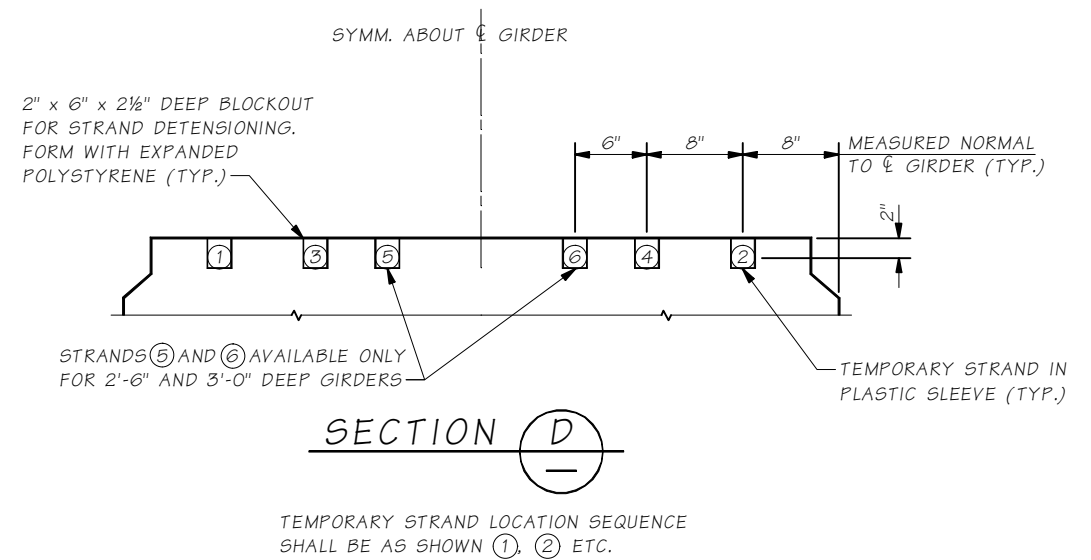
SEE "GIRDER SCHEDULE" FOR REQUIRED  
NUMBER OF TEMPORARY STRANDS.



SAWTOOTH DETAILS  
SAWTEETH ARE FULL WIDTH



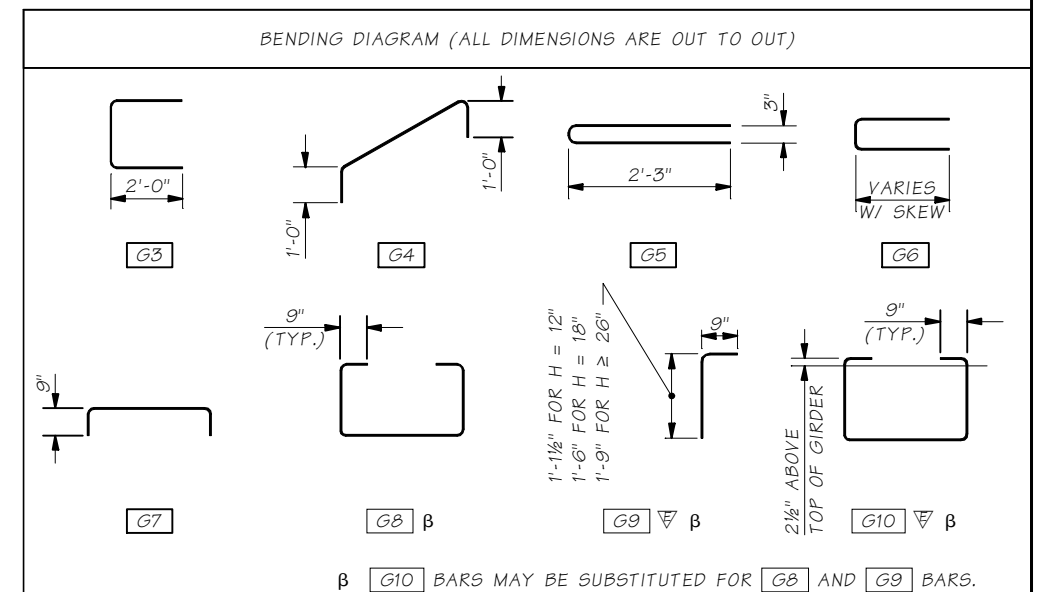
### HOLE DETAIL



END 1 END 2

GIRDER SCHEDULE LEGEND

LL AND LT ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY.



Bridge Design Engr.		M:\STANDARDS\Girders\Flat Slab\SLAB 2 OF 2.MAN									
Supervisor					REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS		
Designed By					10	WASH.					
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Bridge Projects Engr.											
Prelim. Plan By											
Architect/Specialist	DATE	REVISION		BY	APP'D						

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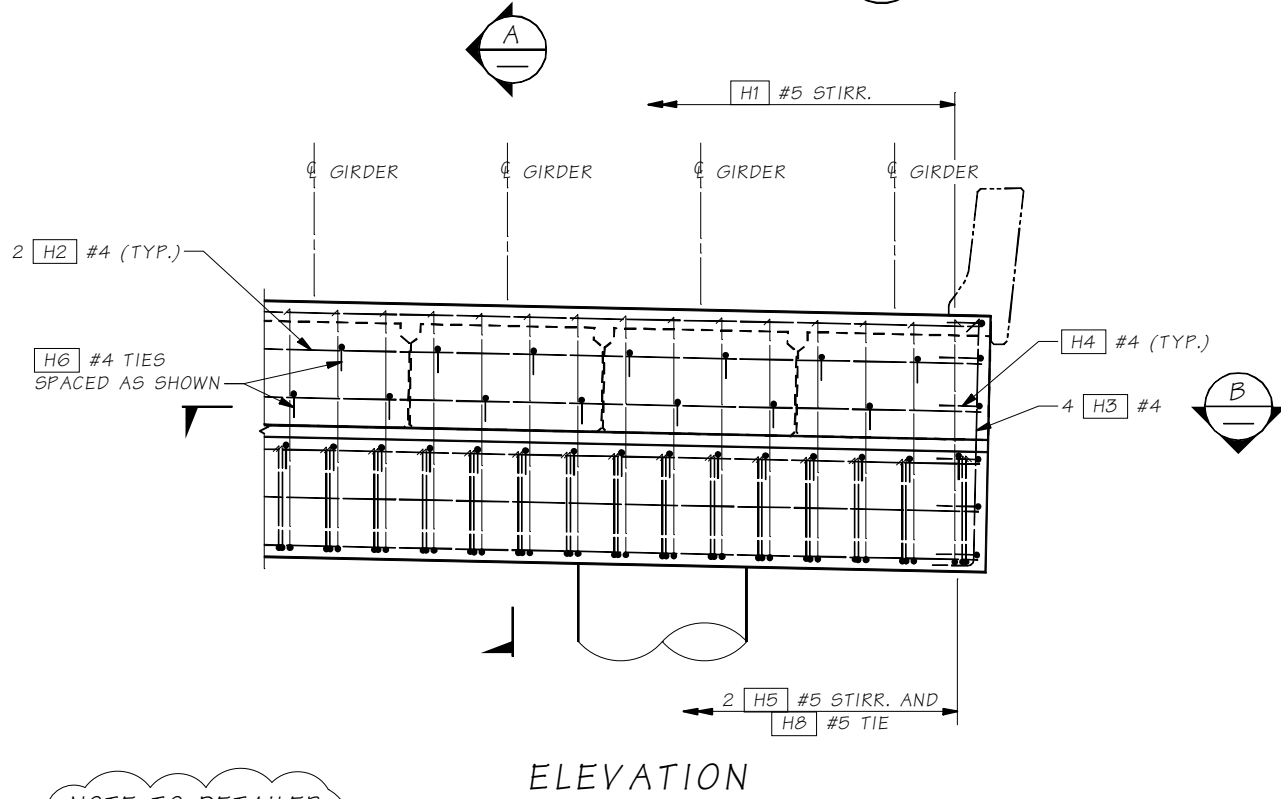
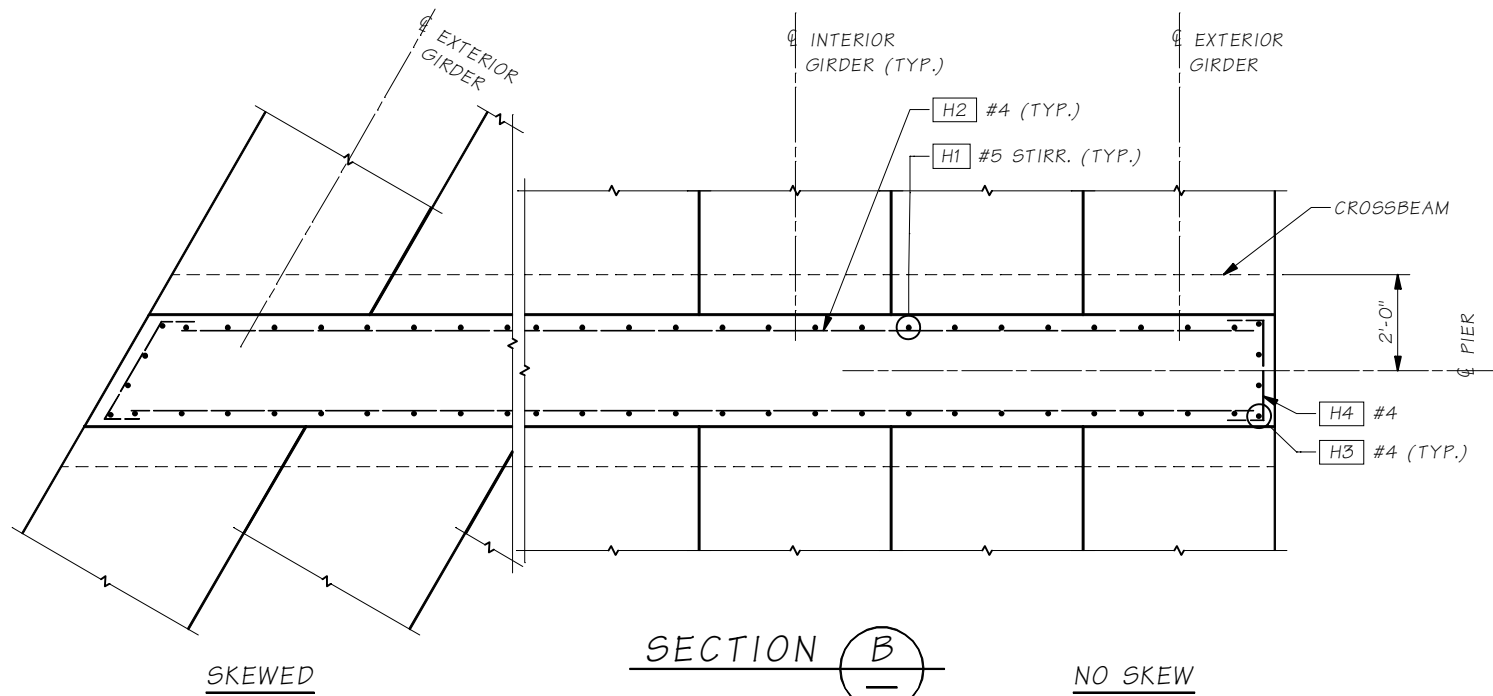


**Washington State  
Department of Transportation**

## STANDARD PRESTRESSED CONCRETE GIRDERS

SLAB GIRDER  
DETAILS 2 OF 2

EDGE SHEET NO	
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OF	
SHEETS	

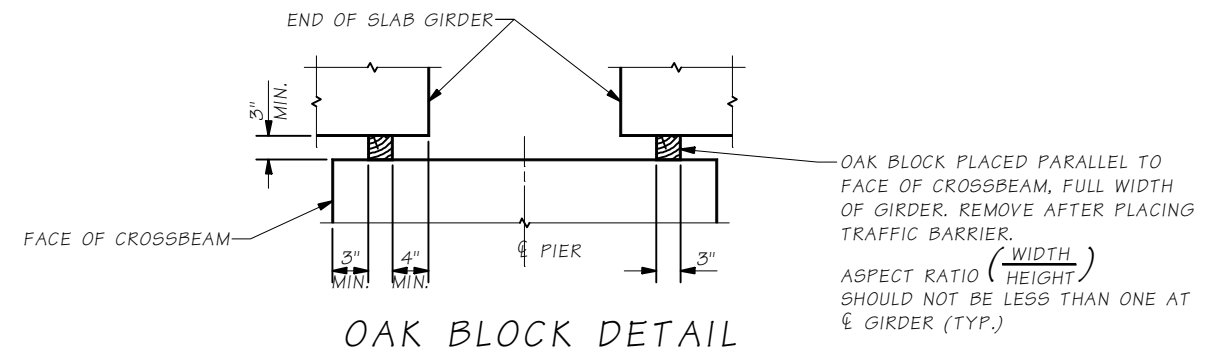
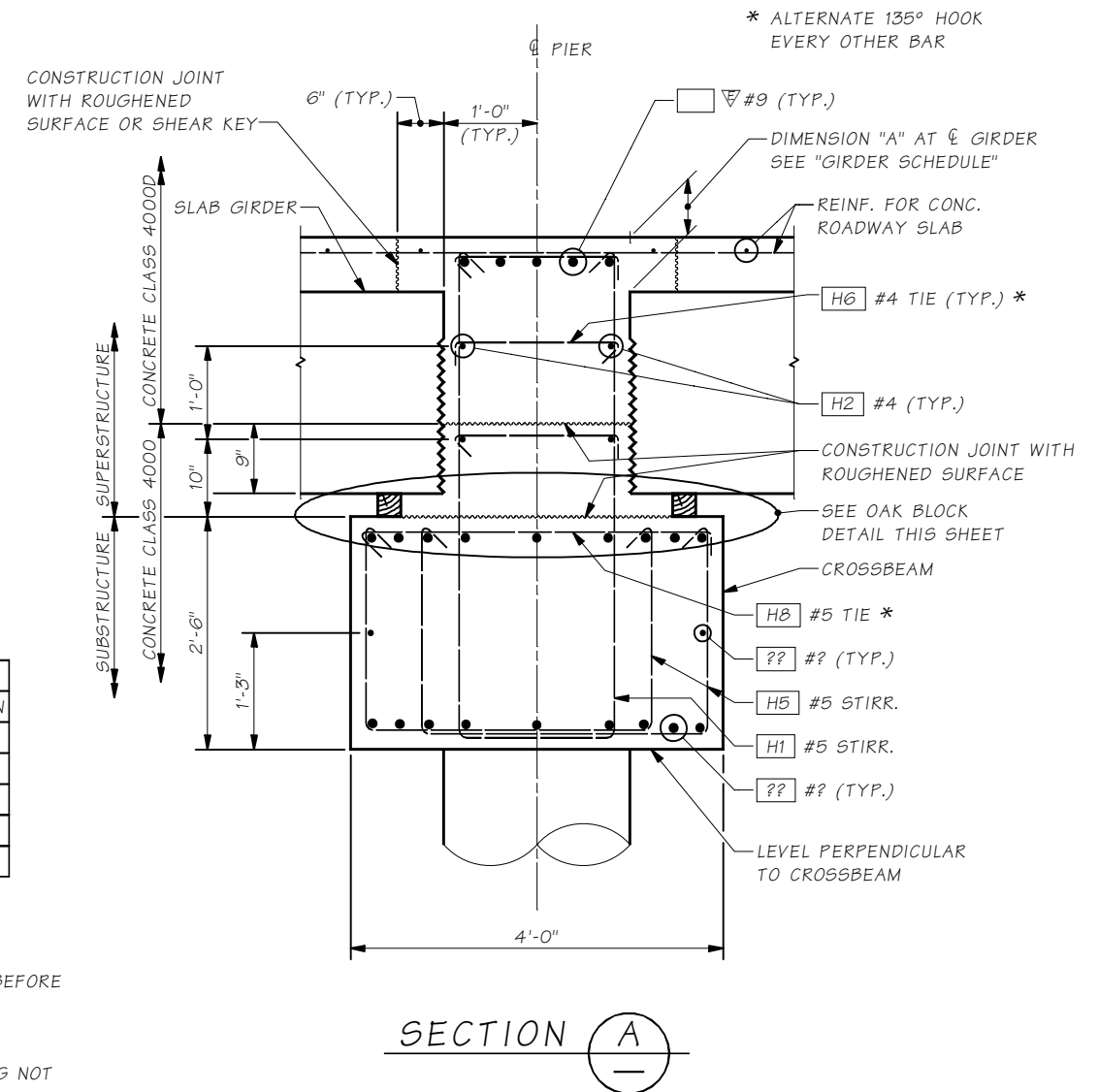


**NOTE TO DETAILER:**  
Revise Details to show correct girder height.

**ELEVATION AT TOP OF OAK BLOCK AT G GIRDER**

GIRDER	PIER 2	
	BACK STATION	AHEAD STATION

- NOTES:**
1. CUT/RELEASE GIRDER TEMPORARY STRANDS BEFORE CASTING DIAPHRAGM AND DECK SLAB. SEE TEMPORARY STRAND CUTTING SEQUENCE.
  2. EXTENDED STRANDS AND GIRDER REINFORCING NOT SHOWN FOR CLARITY.
  3. LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.
  4. FOR CONCRETE PLACEMENT PROCEDURE SEE "SUPERSTRUCTURE CONSTRUCTION SEQUENCE" SHEET.



Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB GIRDER FIXED DIAPHRAGM.MAN	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH.			
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AND  
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**STANDARD  
PRESTRESSED CONCRETE GIRDERS**

**SLAB GIRDER  
FIXED DIAPHRAGM**

BRIDGE SHEET NO.
SHEET
OF
SHEETS

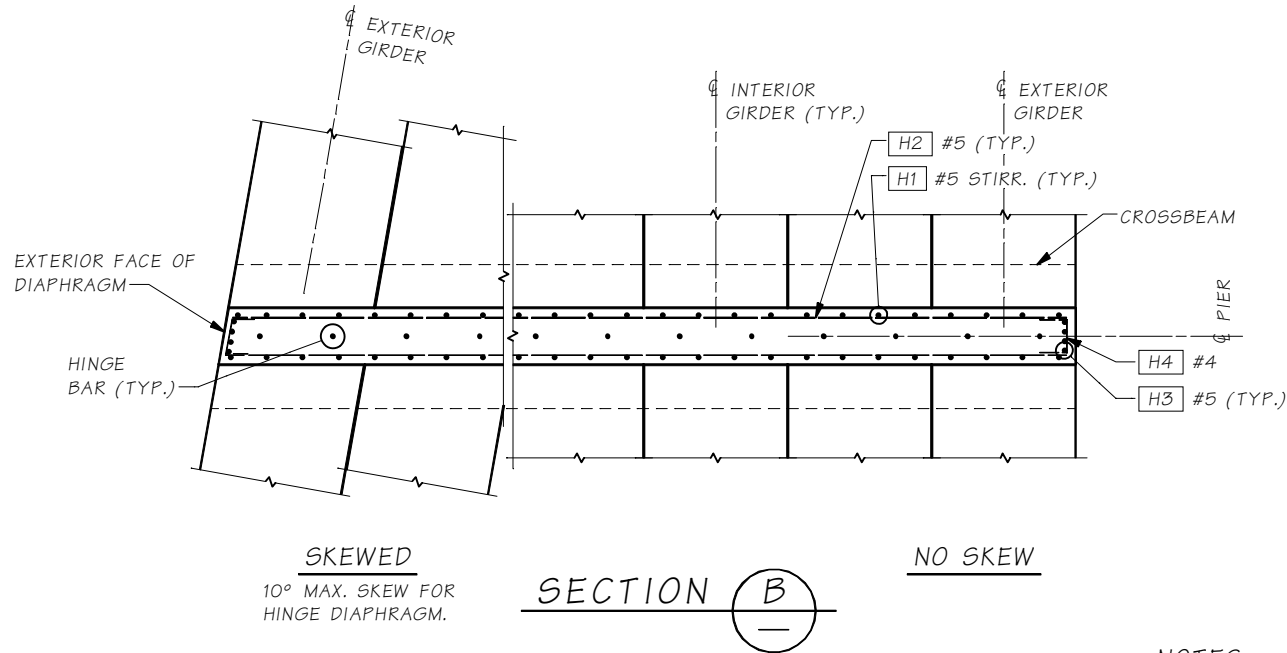
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5.6-A8-8

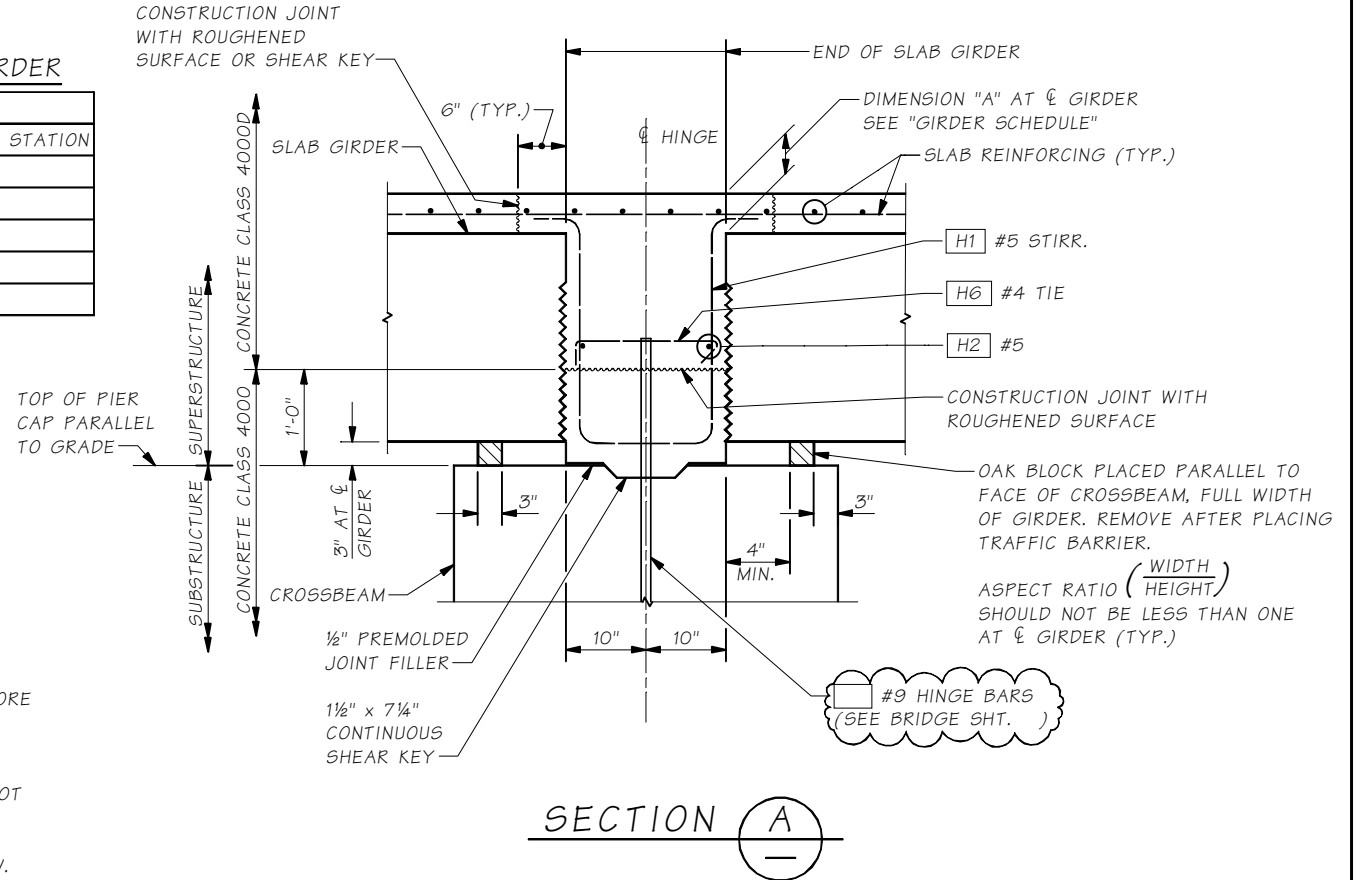


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SR  
FILE NO.  
SHEET  
Last revised on : 7/20/2011



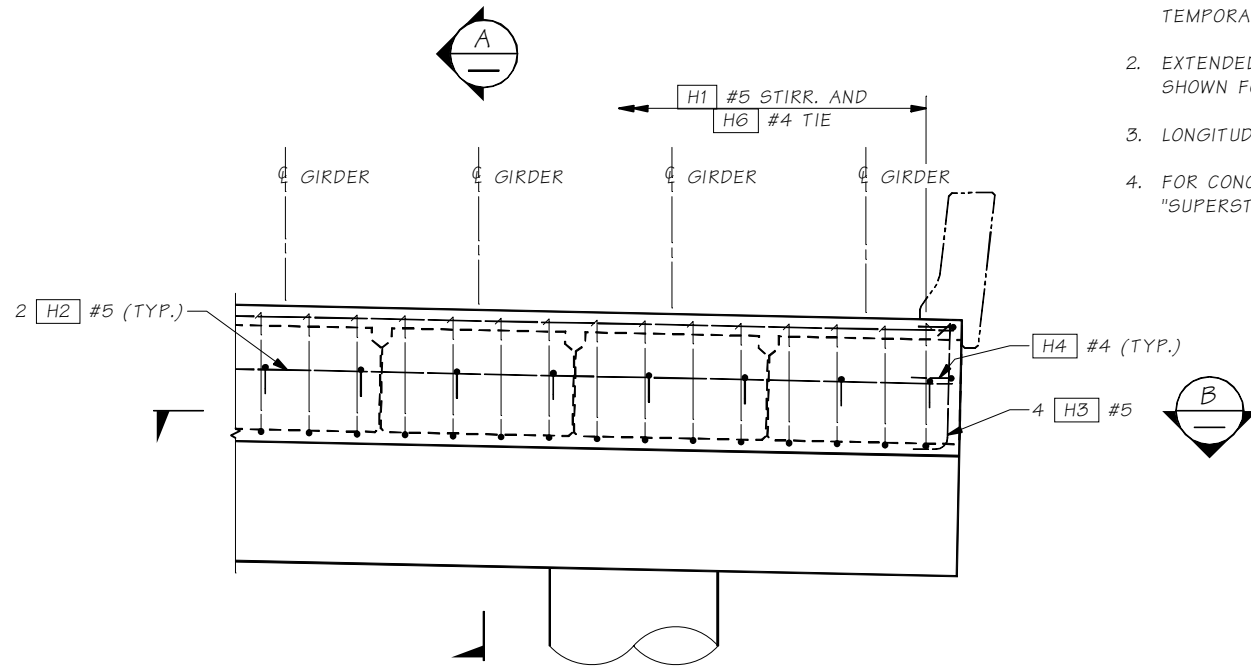
ELEVATION AT TOP  
OF OAK BLOCK AT  $\bar{C}$  GIRDER

GIRDER	PIER 2	
	BACK STATION	AHEAD STATION



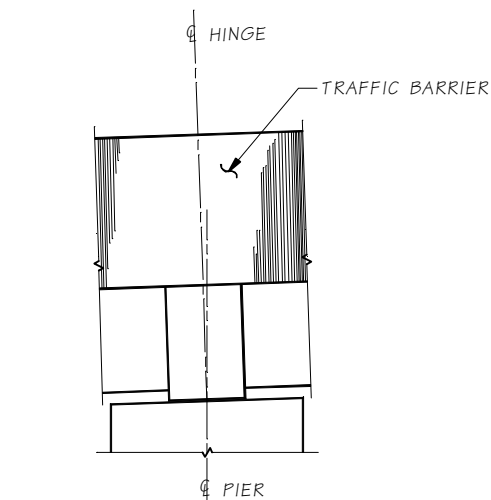
NOTES:

1. CUT/RELEASE GIRDER TEMPORARY STRANDS BEFORE CASTING DIAPHRAGM AND DECK SLAB. SEE TEMPORARY STRAND CUTTING SEQUENCE.
2. EXTENDED STRANDS AND GIRDER REINFORCING NOT SHOWN FOR CLARITY.
3. LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.
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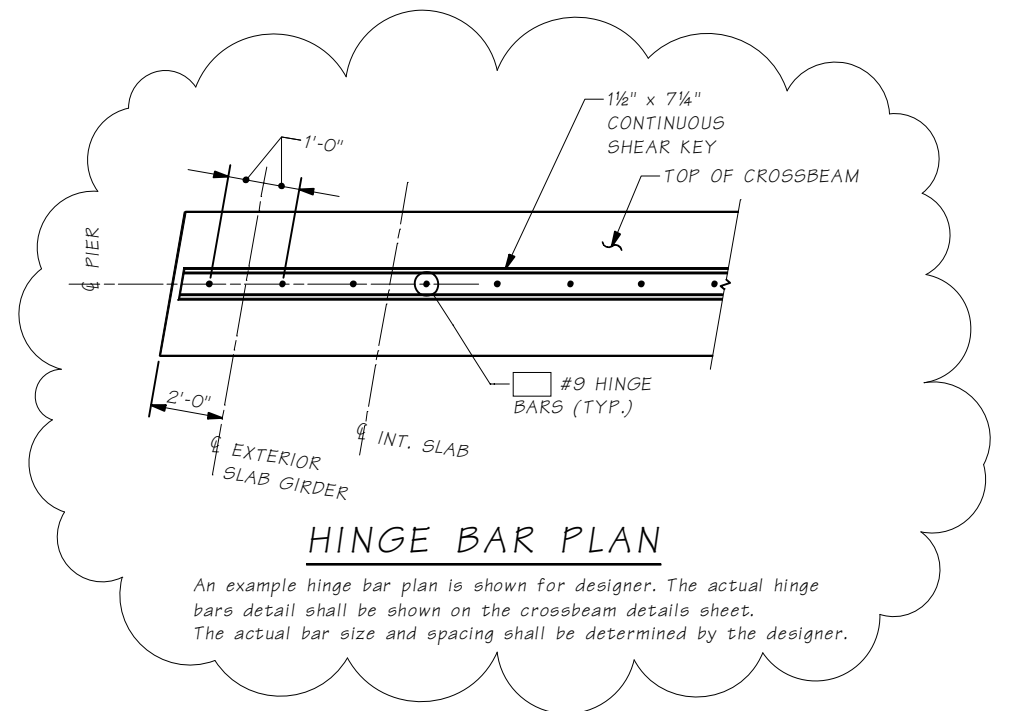


NOTE TO DETAILER:  
Revise Details to show correct girder height.

ELEVATION



END VIEW  
HINGE DIAPHRAGM



Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB GIRDER HINGED DIAPHRAGM.MAN									
Supervisor					REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
Designed By					10	WASH.				
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Detailed By										
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Architect/Specialist	DATE	REVISION	BY	APP'D						

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AND  
STRUCTURES  
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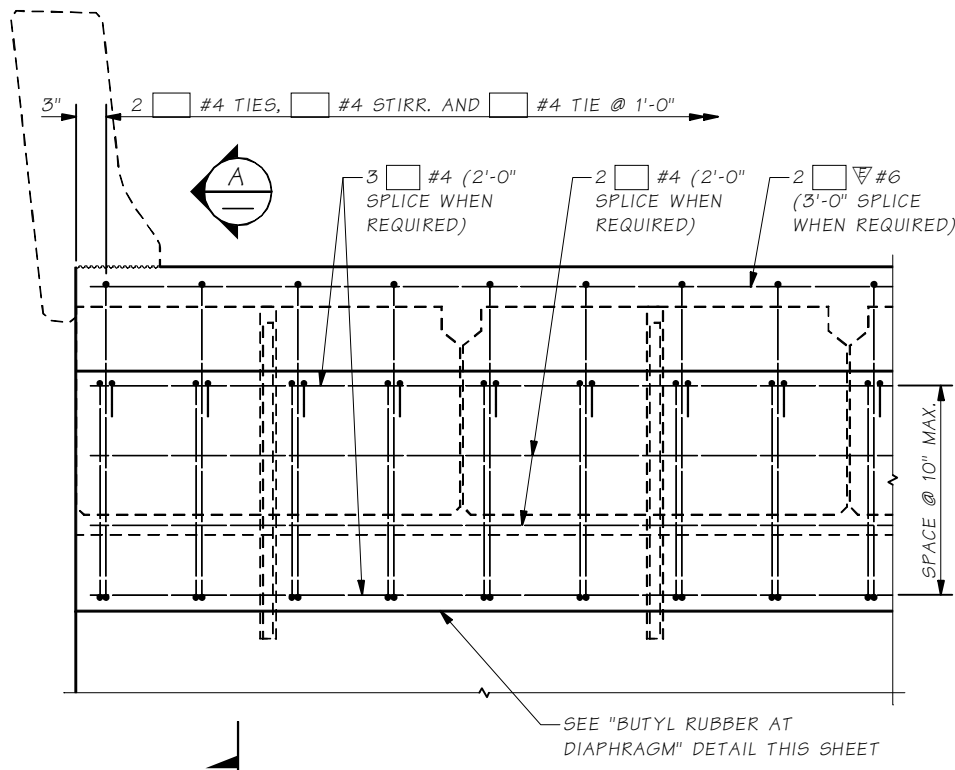
STANDARD  
PRESTRESSED CONCRETE GIRDERS

SLAB GIRDER  
HINGE DIAPHRAGM

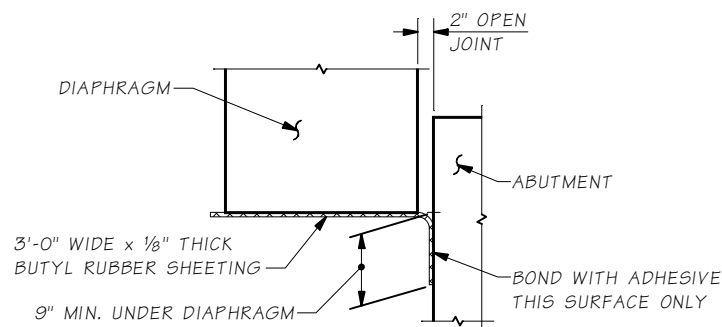
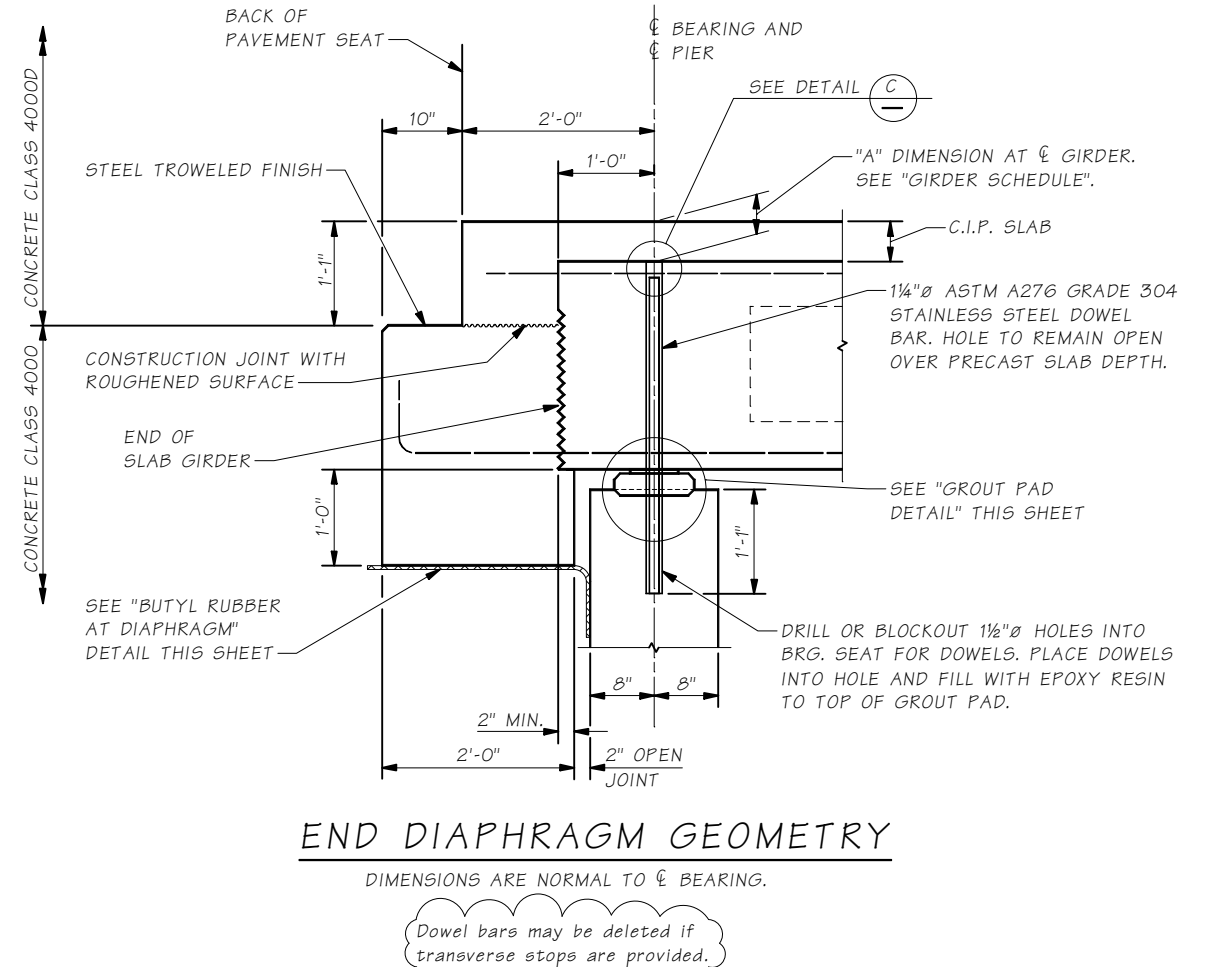
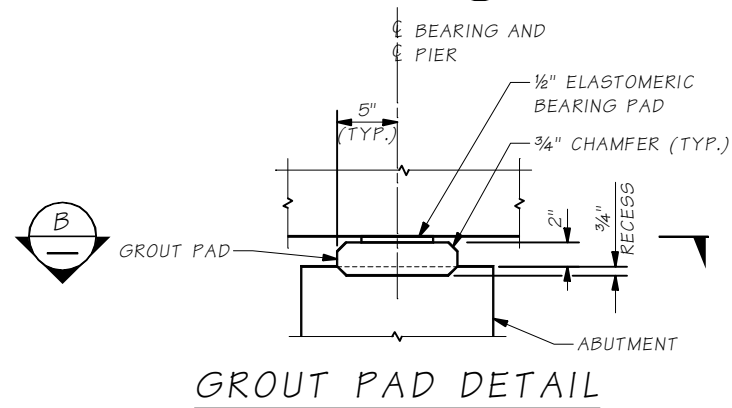
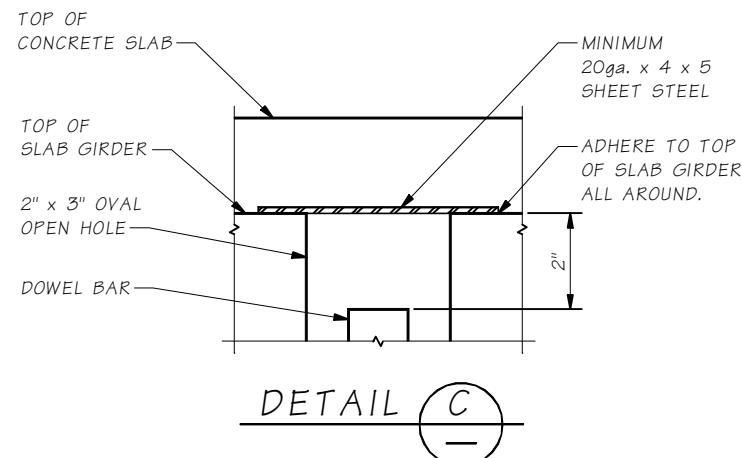
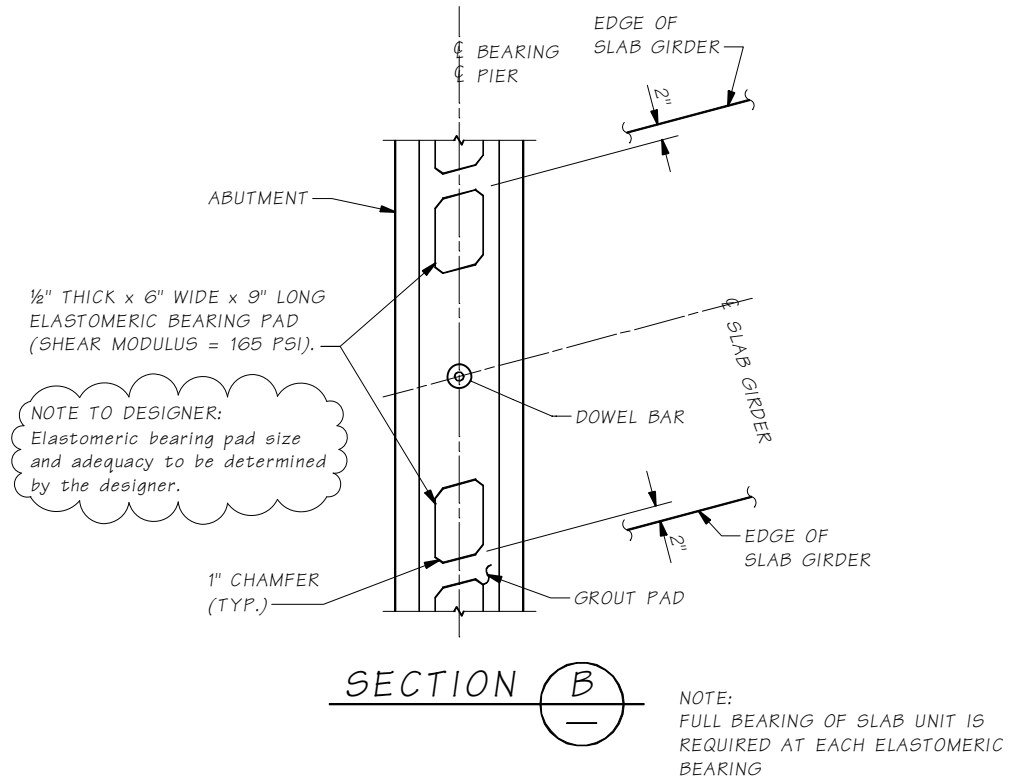
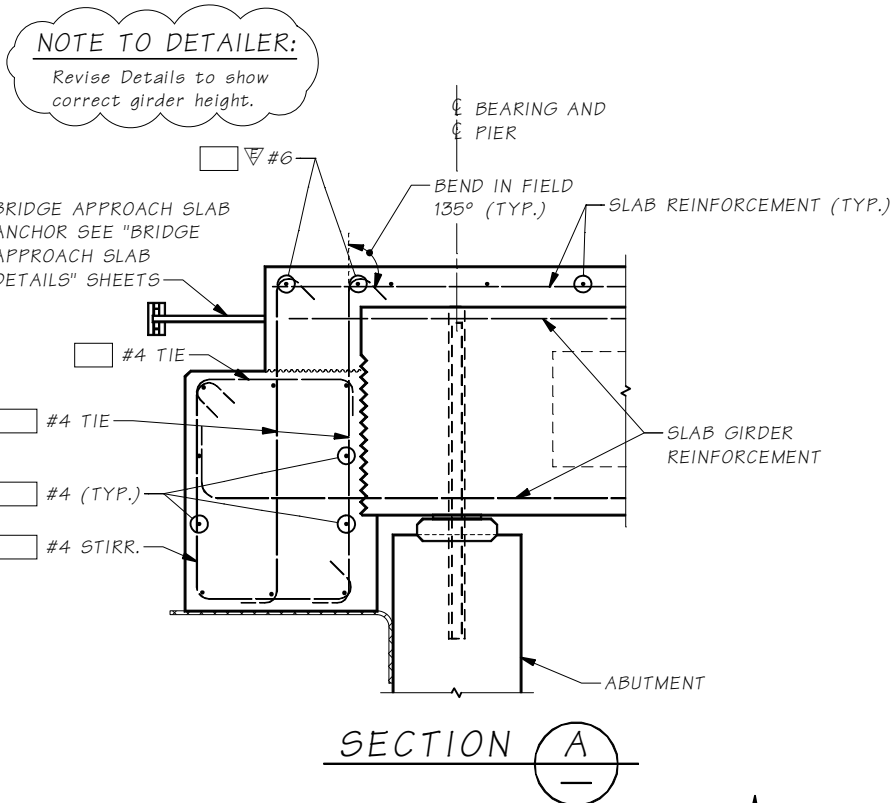
BRIDGE  
SHEET  
NO.  
SHEET  
OF  
SHEETS

Last revised on : 7/20/2011

SHEET NO. 5.6-A8-10



**ELEVATION  
END DIAPHRAGM**  
DIMENSIONS ARE ALONG DIAPHRAGM



**ELEVATION  
BUTYL RUBBER  
AT DIAPHRAGM**

Bridge Design Engr.	M:\STANDARDS\Girders\Flat Slab\SLAB GIRDER END DIAPHRAGM.MAN	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH			
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Bridge Projects Engr.						
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Architect/Specialist	DATE	REVISION	BY	APP'D		

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STANDARD  
PRESTRESSED CONCRETE GIRDERS

SLAB GIRDER  
END PIER

BRIDGE  
SHEET  
NO.  
SHEET  
OF  
SHEETS